

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: brq6348@rayta1.dcrb.dla.mil (Marc Chicoine)
Subject: 75A-3 freq indicator
Message-ID: <9610091415.AA08762@rayta1.dcrb.dla.mil>

Hello,

Recently got a Collins 75A-3. Its' a beauty but like my 75A-2 the khz dial indicator is a little off. The cursor has to go to the extreme left of its travel in order to show proper frequency. The manual says to get into the PTO to correct this. A long time ago I tried to move the dial on its shaft but as I quickly found out that does not do anything due to the mechanical design of the PTO and dial indicator. Can anybody help? I am willing to get into the PTO to do this but wonder if there is a easier way...

Thank you, thank you, thank you

Marc, WC1X

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: afpgreg@state.me.us (Paul V. Gregory)
Subject: 9-pin octals
Message-ID: <199610091320.JAA03299@gatekeeper.ddp.state.me.us>

Ahoy,

In haste I pitched the recent posting on the name/phone of a guy who sold the above. Pls email me directly at afpgreg@state.me.us
tnx de kb1AOC/Paul

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: Karl-Arne =?ISO-8859-1?Q?Markstr=F6m_08?= 6017171
Subject: Re: Alexanderson Alternator test transmission
Message-ID: <C37IND28I19*/R=A1/R=MRGST/U=KAM/@MHS.stoa.mobitel.telia.se>

Hello Boatanchorites!

It is really nice to see mention about real electromechanical BA's again in this forum and that the time and effort to put SAQ back on the air again are available.

Some more information about the Alexanderson system in Grimeton may interest the BA community;

The alternator has an output power of 200 kW, and were originally installed as a pair, which could be run in parallel on demand. Unfortunately, one was scrapped in the mid 60's. Only the low price obtained on the scrap market saved the remaining one from the same fate...

The multiple-tuned antenna was erected on a farm land estate with the dimensions of 600 x 3000 m, and uses almost 500 km of copper wire in its buried ground radial system.

Interesting enough, an early application of AFC based on a slope discriminator is part of the system to keep the frequency (or wavelength) constant. This control system is very illustrative of electromechanical control principles using a chain of sensors and actuators ranging from small telegraph relays to the huge liquid rheostats used for coarse motor speed control.

The control system is built on phenolic panels in an iron framework, with a framed blueprint of the complete circuit diagram on the back of the protective cage (to quote the station manager:

"An example of the diminishing number of cases where the actual equipment is larger than the documentation").

The alternator system was the primary radiotelegraph link from Sweden to USA up to WW2, when HF transmitters first were installed. The first HF transmitter (a Telefunken 0,5 kW) was installed in 1938, and became an instant success (HF conditions were pretty good at the time). and was followed by a 1 kW Collins 202B the same year.

It was soon found that proper frequency selection made the HF system outperform the alternator by many times due to the higher keying speeds attainable, and a very large portions of the outgoing traffic was diverted to HF, making the alternators the choice only when HF conditions were rough.

The miniscule power consumption of the HF transmitters as compared to the alternators made the power bill of the station drop to the point of raising the suspicions of the power utility company, which one day in early 1940 sent inspectors to the site, to look for manipulation of the energy meters.

Over the years, the Grimeton site has been a transmitting site for point-to-point

and
mobile HF services, and today voice and data air-ground and data maritime
HF services are using the site, with a mixture of BA and non-BA equipment.

Nearly all equipment that has been used over the years is preserved, mostly in
working order,
and the evolution of HF transmitting equipment over the decades can readily be
studied.

There exists a VHS video tape feature about history of the station, also showing in
detail start-up and
operation of the alternator, which could, at least a year ago, be purchased for
about USD 60
in either NTSC or PAL formats with English narration.

If someone is interested in the tape, enquiries can be sent to e-mail:
grimeton@mobitel.telia.se

It is very satisfactory that the state and municipal cultural authorities, after
nearly two decades of
intensive persuasion from the site owners, have made up their minds and declared
the
site as an historical landmark and also started to contribute to the
costs of keeping the buildings and antenna system intact.

73/Karl-Arne Markstr m SMOAOM

kam@stoa.mobitel.telia.se

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: howellh@winthrop.edu
Subject: Apache/Marauder Manuals
Message-ID: <96100911424426@winthrop.edu>

WINTHROP UNIVERSITY

Electronic Mail Message
Date: 09-Oct-1996 11:39am EDT
From: Haney Howell
HOWELLH
Dept: Mass Communication
Tel No: 323-4534

TO: Remote Addressee (_smtp%"boatanchors@theporch.com")

Subject: Apache/Marauder Manuals

Where oh where... Thought I had a manual for my Apache but it is nowhere to be found. I'll looking for the full manuals for both the Apache and the HX-10 Marauder.

Darn relay on the Apache has quit. Need to get one of the BA xmtrs going with the R390a. Otherwise, we'll have to live with the DX-60 (driving the Gonset 201, of course).

Thanks

Haney no2n <howellh@winthrop.edu>

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: rdkeys@csemail.cropsci.ncsu.edu
Subject: Archiving meter faces and dial faces on-line ???? yes/no
Message-ID: <9610092031.AA108658@csemail.cropsci.ncsu.edu>

Another idea that has surfaced..... would it be worthwhile to scan in images of meter faces, at say 300 dpi in tiff or eps format to print out or use later in construction projects? Anyone done this sort of thing?

73/ZUT DE NA4G/Bob UP

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: Chuck Penson <penon@sci.mus.mn.us>
Subject: Re: Archiving meter faces and dial faces on-line ???? yes/no
Message-ID: <325C206D.3A9D@sci.mus.mn.us>

rdkeys@csemail.cropsci.ncsu.edu wrote:

>
> Another idea that has surfaced..... would it be worthwhile to scan in
> images of meter faces, at say 300 dpi in tiff or eps format to print out
> or use later in construction projects? Anyone done this sort of thing?

Could be done but you would have to remove the scale from the meter to get a good scan. That could be tricky.

I've had pretty good luck using a computer to create replicas of various meter faces. It isn't quick or easy but it can be done.

--

Chuck Penson
WA7ZZE

penon@sci.mus.mn.us
612.221.4510 voice
612.224.5092 fax
<http://comped.sci.mus.mn.us>

Standard Disclaimer: The opinions expressed are etc. etc. ...

"Nothing is too wonderful to be true" -- Michael Faraday

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Armstrong Photo Inquiry
Message-ID: <51168.ddillman@igc.apc.org>

Another publication that came with RCA membership is "The Legacies of Edwin Howard Armstrong", a pleasant surprise for me as he's a personal hero of mine. I've made the pilgrimage to his tower in Alpine, NJ (still standing) and the site of his home in Yonkers, NY (sadly, now the site of an apartment building).

I'm writing to ask if anyone may know where I might get a good quality print of the often seen photo showing the major in his WWI uniform staring straight out at the viewer. Any tips or leads greatly appreciated.

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: "Wayne Cronin" <wmc@postoffice.worldnet.att.net>
Subject: BA/AM nets: 6M in PHX area
Message-ID: <19961008234852.AAA12307@Bravo>

According to Electric Radio, there is a 6M AM net (presumably mostly BA rigs!) in Arizona at 8PM local on Saturday nights. I listened, and didn't hear a peep. I even called in the Len Winkler's "Ham Radio & More" show (based in Phoenix) - Len and his co-host had never heard

of this net (or even of Electric Radio!).

Is there anybody on the list who can tell me something about this net? I'd love to check in with my fine new BA rig - a Drake TR-6.

Wayne Cronin WA5VIF
wmc@worldnet.att.net

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: "E.Swain/T.Boyd" <lizboy@IO.COM>
Subject: Belton comment/Heathkit question
Message-ID: <Pine.BSI.3.95.961008194408.18181E-100000@xanadu.io.com>

A comment on the oddity spotted at Belton which some of you mentioned: the R274/SP600/SX-73. A Hallicrafters built by Hammarlund? The evidence pointed to was the manufacturers tag on the front panel. The Hammarlund tag was attached to the front panel by two small screws, not rivets as you would expect. I think that might be the clue here. A joke or a scam?

My *big find* was a Heathkit Visual-Aural Signal Tracer, Model T-3. Dirty but had one set of probes, cost me \$5. Took it home, cleaned it up, and it now looks like new, and I'm not exaggerating. Very pretty sitting on the bench.

Opened it up and it's real clean inside, too. Suspect it hasn't seen much use. It was assembled by someone who clearly had little experience in soldering and assembly. So, I think I'll "rebuild" it -- it looks so nice it's just begging to be used. Can anyone supply me with a copy of the manual? Usual reimbursements and gratitude apply.

Many thanks,

Tom Boyd
lizboy@io.com

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: "John E. Vercellino" <104204.2650@compuserve.com>
Subject: Chicago-area 2M BA net
Message-ID: <199610081813_MC1-A9E-D4A1@compuserve.com>

I'm up for it. Here's another thought. How about getting on either 2m or 6m AM?

73, John WB90VV

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: "Brian Carling" <bry@mail1.mnsinc.com>
Subject: Re: Chicago-area 2M BA net
Message-ID: <199610082335.TAA26628@user2.mnsinc.com>

> I'm up for it. Here's another thought. How about getting on either 2m or
> 6m AM?
>
> 73, John WB90VV

Say, anyone in the DC/VA/MD area interested in 6M or 2M AM nets??
73 de AF4K / G3XLQ
"Boatanchor Bry" (?!)
Brian Carling in Gaithersburg, Maryland, USA
bry@mnsinc.com
<http://www.mnsinc.com/bry/>

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: "Wayne Cronin" <wmc@postoffice.worldnet.att.net>
Subject: cleaning rigs: dishwasher treatment?
Message-ID: <19961009015611.AAA22942@Bravo>

I've heard it said that the fastest and easiest way to really clean
up an old rig is to run it through the dishwasher (with or without
soap?), then put it in the oven for a while to dry out.

This sounds pretty radical to me. Has anybody actually tried this
(and not wished they hadn't)?
Wayne Cronin WA5VIF
wmc@worldnet.att.net

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: Bob Rolfness <rsrolfne@atnet.net>
Subject: Re: cleaning rigs: dishwasher treatment?
Message-ID: <325B0A35.25C7@atnet.net>

Wayne Cronin wrote:

>
> I've heard it said that the fastest and easiest way to really clean
> up an old rig is to run it through the dishwasher (with or without
> soap?), then put it in the oven for a while to dry out.
>
> This sounds pretty radical to me. Has anybody actually tried this
> (and not wished they hadn't)?
> Wayne Cronin WA5VIF
> wmc@worldnet.att.net

Years ago, Tektronics suggested cleaning their tube type scopes in a disk washer type machine. If I remember they even sold some soap for the operation. At the time I worked for Honeywell and with our Cal lab supervisor got the procedure from the Tek support guy who indicated it worked great. I remember we asked him if they every had a power transformer get water logged and short out. He said, every once in a while, but "don't worry about it".

So, we tried a scope. And - you guess it - The power transformer shorted out. <Grin> But, over the years several units were "cleaned" by this method with no real problem. Those old tube type Tek scopes with their very high impedance tube circuitry and ceramic terminal posts really didn't like getting dirty and grimy inside. It made a difference in performance.

Can't say much about other gear and don't really know if it would work for them as the Tekes were a very unique high quality construction that could take it. Not so sure of some other BA types

73's Bob W7VZX

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: k1zat@dsport.com
Subject: Re: cleaning rigs: dishwasher treatment?
Message-ID: <Pine.GS0.3.95.961008224440.9241C-100000@puff>

Wayne --

> I've heard it said that the fastest and easiest way to really clean
> up an old rig is to run it through the dishwasher (with or without
> soap?), then put it in the oven for a while to dry out.

Not radical at all. I've done it many times. What I've done is put the apparatus in the dishwasher, put in some granulated soap (like Electrosol (no advertisement/endorsement)) and let it run the cycle. The key is granulated soap, not liquid.

Once the washer has completed its work, let the rig dry or make it dry, that is, on a shelf someplace for two days or you can "bake" it. To bake it, turn the oven up to about 140 degs F (probably as low as they go) and let the rig sit in their for 1.5 to 2 hours. Then sit it on the counter for a day.

[illegible]

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: "Morton L. Denison" <mdenison@postoffice.ptd.net>
Subject: Collins 75A-2
Message-ID: <325B2999.3025@postoffice.ptd.net>

I've got a Collins 75A-2 receiver. Outward appearance and panel are pristine. I've never attempted to turn it on (it'd make my R390A feel bad). It looks like some minor modifications have been made to it. No docs so I don't know. I've seen mention of other 75A-x receivers. What's the difference? What's the street value of this thing?

Thanks

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: mknudsen@lucent.com
Subject: Re: Collins 75A-2
Message-ID: <9610091643.AA01321@bock.ih.lucent.com>

I doubt any other BA rx would make an R390A feel bad.
But most of them will make it **look** bad :-)

Although, I finally saw an R390A in a table cabinet (stolen from a DX-100 I believe). It looked pretty nice. Even my Aussie HRO looked better in a rack. Seems anything looks better with a border around it.

Don't have my Moore's book here, but 75A1 had big slide rule dial. 75A2 probly looks more like the later models, with drum dial showing one band at a time. 75A4 added passband tuning, product detector, and very sharp rejection tuning, and mechanical filters (some of these may have been in the A3 which looks much like the A4).

73, mike k aa9rg

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: wi2p@VNET.IBM.COM
Subject: Collins KWM-2/2A

Message-ID: <199610091302.IAA03686@uro.theporch.com>

I'm looking at getting into my first piece of commercial Collins gear. The only other Collins equipment I have is a nice R390A. I would like to get an idea what a fair/reasonable price for a KWM-2 with 512F AC-PS and 312B-5 VFO would be in good to excellent condition. Also, I understand there was a service bulletin that allowed you to update a KWM-2 to 2A. Anyone know about that? Finally, do the crystals have to be installed in certain banks in order to get the proper frequency range? For example, I'd like to crystal the rig up for 4.0-4.2 and 4.4-4.6 for MARS and CAP operation. Are there specific crystal locations that must be populated to get in this range (like having to replace some of the 80 meter positions) or could I use some of the 10 meter positions? I'd prefer to get a 2A so I didn't have to go thru this.

Thanks, 73 Ray WI2P

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996

From: "Rick Blank" <rblank@legend.txdirect.net>

Subject: Re: Collins KWM-2/2A

Message-ID: <199610091429.JAA03810@legend.txdirect.net>

> I'm looking at getting into my first piece of commercial Collins gear. The
> only other Collins equipment I have is a nice R390A. I would like to get an
> idea what a fair/reasonable price for a KWM-2 with 512F AC-PS and 312B-5 VFO
> would be in good to excellent condition.

Unfortunately, the way things are now, a 312B-5 will set you back almost as much as a KWM-2...it is rare to find these VFO's for under \$400, by themselves!

KWM-2A + the 516F2 go in the \$450 to \$750 price range, KWM-2's go for a bit less, but as always, market value is regionally dependant and based upon supply, demand, condition, and luck!

> Also, I understand there was a
> service bulletin that allowed you to update a KWM-2 to 2A. Anyone know about
> that? Finally, do the crystals have to be installed in certain banks in order
> to get the proper frequency range? For example, I'd like to crystal the rig up
> for 4.0-4.2 and 4.4-4.6 for MARS and CAP operation. Are there specific crystal
> locations that must be populated to get in this range (like having to replace
> some of the 80 meter positions) or could I use some of the 10 meter positions?
> I'd prefer to get a 2A so I didn't have to go thru this.
>
> Thanks, 73 Ray WI2P

The -2A has positions for these crystals in the frequency range you

wanted in the "A" band position, which is good from 3.5 to 5.0 MHz...in the regular KWM-2, you have 3 200 kc ranges that are stock, 3.4, 3.6 and 3.8 MHz, and you could substitute your MARS crystals for sections of 80m that you don't frequent....the ham band crystals on the -2 are on the top of the chassis, not underneath like the -2A, so, swapping crystals wouldn't be too big of a deal. You may want to investigate alignment of the radio at the higher ranges if that's where you find yourself doing the most operation...but, it may be just fine as it is...

The five band segments that you can use to operate in with the Collins KWM-2/A are:

- A.) 3.5 to 5.0 MHz
- B.) 6.5 to 9.5 MHz
- C.) 9.5 to 15.0MHz
- D.) 15 to 22 MHz
- E.) 22 to 30 MHz

You can fudge on these a bit, but, as the discussions have brought about here on using the 75 S-Line receivers as substitutes for the 51S-1, there is a decrease in sensitivity the farther you move from the alignment points in each band segment....they will work, and do it quite well, just not as well as in the ham band segments...the farther you are from the ham bands, the worse it gets...your MARS operation, though, shouldn't be too badly compromised as they are just above the regular 75m ham band....

Putting in the -2A kit takes a lot of work, the Collins service bulletin that describes how to install the mod, SB-9, estimated 12 hours of work to install this modification.

CUL

Rick Blank
2223 Blanco Road
San Antonio, Texas 78212

rblank@txdirect.net

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: mknudsen@lucent.com
Subject: Re: Collins KWM-2/2A
Message-ID: <9610091637.AA01316@bock.ih.lucent.com>

If you need KWM-2-A functionality (extra xtals), then hold out for an -A. Converting a non-A requires parts and a panel overlay that if found today, would be worth more than the rig to a

collector, I suspect. Or buy a non-A, get used to it,
then grab first decently priced -A and sell the non-A.
(I had that chance and blew it, but another may come along...)

As was recently mentioned, the Collins does associate xtal switch
positions with the internal bandswitch, meaning that 75m MARS xtals
have to be used in one of the 75m positions. On a non-A you can
sacrifice 20m CW 14.0-1.42 to get WARC 18.0-18.2, etc.

If you get an A you'll have 3 extra xtal slots for the 4 MC range;
else you'll have to overlay parts of 80m as you suspected.

A non-A with ACPS is maybe \$400+. For "A" add maybe \$150 at least.
Don't know about the VF0. 73, mike k aa9rg

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: "Rick Blank" <rblank@legend.txdirect.net>
Subject: Re: Collins KWM-2/2A
Message-ID: <199610091755.MAA21529@legend.txdirect.net>

> From: wi2p@VNET.IBM.COM
> Date: Wed, 9 Oct 96 11:50:37 EDT
> To: rblank@txdirect.net
> Subject: Re: Collins KWM-2/2A

> Rick, thanks for the info. The reason I'm asking about the 312B-5 is that
> the package I'm looking at buying includes one. Its a KWM-2, 516F-2, 312B-5
> and SM-3. I don't have the faintest idea what to offer. It all appears to be
> clean and in operating condition.

I gave \$600 earlier this year for just the setup you describe,
except, the mike was an Electro-Voice 676 (better than the Turner
mikes used by Collins, but, I guess not as valuable to collectors,
big deal!), and there was a Heil mike setup in the deal, too....

All the pieces were in GREAT shape, except for the fact that the
516F2 had two holes drilled in the grille...oh well, it sits below the
desk anyhow....the -2 is a round emblem, the 312B5 is a winged
emblem..

I also picked up a 30L1, RE, earlier this year, too, for \$325....

Good deals still can be had....all parties involved in the previous
deals were happy, especially me, and that's what counts....

Installing a -2A kit would probably not decrease the value of the

rig, but, the 12 hours of labor involved, plus the fact that trying to find one of the darn kits is dadgum near impossible, makes whatever value increase almost a moot point.

You can also tell a real -A from a field service -A by the thickness of the areas marked between the ham band segments on the preselector...the factory ones have a thicker area in the arc between the ham bands than a converted KWM-2...

Another thing that might help the KWM-2 is to plug in a Q-multiplier into the Q-Mult jack on top of the chassis...I haven't yet tried this, but, I have an unbuilt Heath Q-Multiplier kit in the closet that I just may end up seeing how it works on the -2...even though I use a Timewave DSP unit outboard of the radio, it would be nice to take out interference in the IF before it gets to the AF section...just food for thought, I guess!

Good Luck!

Rick Blank, KI5SL ki5sl@txdirect.net
2223 Blanco Road
San Antonio, Texas 78212

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: Andy Wallace <wallace@mc.com>
Subject: Collins KWM-2/2A Q-mult jack?
Message-ID: <9610092008.AA03890@training1>

----- Begin Included Message -----

From: "Rick Blank" <rblank@legend.txdirect.net>
Subject: Re: Collins KWM-2/2A

Another thing that might help the KWM-2 is to plug in a Q-multiplier into the Q-Mult jack on top of the chassis...I haven't yet tried this

----- End Included Message -----

Not having any Grey Gear, I have to ask: why the jack, and was there ever a Collins plug-in? I'm curious why there would be a Q-multiplier necessary on a \$2500 rig....?

73,
--Andy
wallace@mc.com

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: mknudsen@lucent.com
Subject: Re: Collins KWM-2/2A Q-mult jack?
Message-ID: <9610092219.AA02020@bock.ih.lucent.com>

Yeah, I got the same laff when I tried a Heath QX on my KWM2 -- a \$15 Cheapkit on a ---well, Andy, you doubled the price, a new KWM2 was only (!) \$1195, PS and batteries not included, but the Radiotrons were :-)

Since this \$1200 radio has no CW selectivity, nor notch reject filter (something Collins was very good at on the 75A4 and hopefully on the 75S line), an outboard QX makes sense if you're working CW or doing SSB near an AM station (3885 KC or 40m).

There's also a socket for outboard noise blanker. I think Collins actually made that module, but since my pocket Collins guide is currently "unavailable" (ie, lost in my house somewhere) I can only say I don't recall seeing any QX module.

I think the omission of CW peak and heterodyne notch was Collins' attempt to simplify the rig and reduce knobs for a *mobile* operator to twiddle on a bumpy road. I have 3 other xcvers and they don't have either feature either. Or the **Collins** price....73, mike k aa9rg

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: brq6348@rayta1.dcrb.dla.mil (Marc Chicoine)
Subject: connecting recvrs to one antenna
Message-ID: <9610091247.AA08100@rayta1.dcrb.dla.mil>

How do I connect 2 boatanchor receivers to one antenna? I have heard of people using resistors to prevent interaction between the receivers but have no details...

Or maybe I do not have to worry about that and just connect both together (75A-3/SP-600).

Is there a best way?

Thank you, Marc, WC1X

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: dvorkin@pcs.mot.com (Vlad Dvorkin)
Subject: Re: connecting recvrs to one antenna

Message-ID: <199610091332.JAA11737@iron65.pcs.mot.com>

Marc,

Assuming your antenna and receivers have 50 ohm impedance
two way splitter (50 ohm in/out) can be used.
Each receiver will see about 3.5 dB additional losses which offset
receiver sensitivity by the same factor of 3.5 dB.
Outputs of splitters usually have 20 db or better port to port isolation.

Connecting two receivers inputs together is possible (indirectly) if they have
high
antenna input impedance (some receivers have 300 ohm inputs).
Then (3:1) impedance transformers (balloons) can be used transforming each
receiver input impedance to 100 ohm. This also assumes 50 ohm antenna impedance.
In this scenario you still have losses (transformer losses) in Rx input about 1 to
2 db.

Regards,
Vlad
KB9OLM
ex. UA3ACR
>

> How do I connect 2 boatanchor receivers to one antenna? I have
> heard of people using resistors to prevent interaction between the
> receivers but have no details...
>
> Or maybe I do not have to worry about that and just connect both
> together (75A-3/SP-600).
>
> Is there a best way?
>
> Thank you, Marc, WC1X

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: "B. D. Hall" <BDHall@ghgcorp.com>
Subject: Re: connecting recvrs to one antenna
Message-ID: <325C19BB.758F@ghgcorp.com>

Marc Chicoine wrote:

Hi Marc and list...

> How do I connect 2 boatanchor receivers to one antenna? I have
> heard of people using resistors to prevent interaction between the
> receivers but have no details...

I started a similar thread about two months ago. Here is what I learned:

1) With BA receivers, you can connect more than one radio to an antenna just by connecting them up with simple BNC "T" fittings, or just running wires to them. This worked very well when I hooked up the HQ-150, HQ-140-XA, and the SP-600 all up to my magnet wire kludge antenna. (it worked really really well for the HQ-140 and HQ-150 as they have individual antenna trimmers to compensate for wacky impedance, some BA's care but most of the ones in my shack really don't care) The only problem was that each radio would hear noise at the freq the other was tuned at plus the IF. Or was that minus the IF? Anywho, not much of a problem. Now, when I added the evvvvvuuul solid state Racal up to the chain, the BA's began hearing all the crud from the display and computer electronics in the Racal. Blah! Not good, as I like to chase DX with the BA's and verify freq's with the Racal. (of course I haven't had time to do this in about a million years!)

2) Picked up an antenna multicoupler from a fellow list member. Now this solves the problem! One antenna input, 8 outputs. This keeps the Racal from "polluting" the other receivers. It adds a tiny bit of gain, and the Racal works much better as it is now seeing a proper input impedance I do beleive. I think the BA's work slightly better without the multicoupler, but I think the difference may be too slight for me to tell really accurately.

3) You may need to change the hookup order around for best results. Sometimes the first radio in the "daisy chain" pollutes the signal for the rest of them.

4) Some radios hate each other. My Drake 2-B and the HQ-140-XA don't like each other. Both work crummy when connected together, but the Drake doesn't mind the HQ-150 which is basically an updated HQ-140-XA. Odd. But no problems with the multicoupler now!

> Or maybe I do not have to worry about that and just connect both
> together (75A-3/SP-600).

I'd give it a whirl, cannot hurt!

73,
Ben
--

* Benjamin D. Hall, Houston Texas *
* BDHall@GHGCorp.com BHall@GP802.jsc.nasa.gov *

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: "David L. Thompson" <thompson@mindspring.com>
Subject: Re: connecting recvrs to one antenna
Message-ID: <199610092133.RAA24044@answerman.mindspring.com>

Gang,

Hooking two receivers to the same antenna without a transmitter is easy.
Use a two position coax switch with the antenna to the common.

MFJ also made a switch for up to 6 rigs and amplifiers...don't remember the number.

If using this with a transmitter...now you get more complex. Each receiver has a different way to mute usually so you must not only switch the antenna from each receiver, but you must switch the mute. I asked Martin Jue (MFJ) about this with his switch (above) and he said golly thats a good point...which means his doesn't do it!.

Using two radios (they mean transcievers) has become very common in ham radio contesting.
Bill Fisher KM9P is an expert at this and has a fine article (especially look at his audio switch) on
his Contesting on Line web page. The KA9FOX web page also gets to Contesting On Line.
Much of what he does is by computer but the concepts are sound.

73, Dave K4JRB

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: jml@innercite.com (Jim Lockwood)
Subject: Re: Dishwashing BAs
Message-ID: <199610090230.TAA29676@spider.innercite.com>

Wayne,

This subject comes up from time to time. Here is what I wrote about it earlier this year. I hope it helps.

73,

Jim - km6nk

>Return-Path: <boatanchors@theporch.com>
>Date: Mon, 26 Feb 1996 12:32:25 -0600 (CST)
>Errors-To: listown@jackatak.theporch.com
>Reply-To: jml@spider.lloyd.com
>Originator: boatanchors@theporch.com
>Sender: boatanchors@theporch.com
>Precedence: bulk
>From: jml@spider.lloyd.com (Jim Lockwood)
>To: Multiple recipients of list <boatanchors@theporch.com>
>Subject: Re: Dishwashing BAs
>X-Listprocessor-Version: 6.0c -- ListProcessor by Anastasios Kotsikonas
>X-Comment: Please send list server requests to listproc@theporch.com
>
> Next month I'll
>>be acquiring a Galaxy GT550 that has been apparently been sitting
>>out in the Nevada snow this winter (@#\$\$%&*?!). I'm thinking of
>>sending it through the washer, but am wondering if there is any
>>danger of the paint or lettering suffering. Those who've done
>>this please provide some insight:
>
>I wouldn't put the whole radio through the dishwasher. My concern is that
>the pressure spray will put water where you wouldn't want it and that the
>heat of the dishwasher might exceed what some of the components can withstand.
>
>What I would do instead:
>
>Remove from the GT550 all tubes, the meter, all knobs, the VOX board, the
>calibrator.
>
>Using compressed air, blow as much dirt and dust off as possible.
>
>Using little pressure, wet the entire chassis with water. Don't go to great
>pains to avoid getting water in the IF cans, but if possible don't flood
>them either.
>
>Using a solution of Dawn, a toothbrush, and a paintbrush, scrub the chassis,
>tops of IF cans, the switch contacts, tuning capacitor blades, nooks,
>corners, crannys, etc.
>
>Rinse with low pressure water, again avoiding getting water in the IF cans
>to as great an extent as practical.
>
>Using a solution of HOT automatic dishwashing solution, toothbrush, and
>paintbrush repeat the scrubbing of the chassis, etc.
>
>Again rinse with low pressure water.
>
>Using compressed air blow water off the chassis and out of corners and tight

>places.
>
>Put the radio chassis in an oven heated to a temperature not to exceed 150
>degrees and let it "bake" for 30 - 45 minutes and then cool down without
>removing it from the oven.
>
>Remove the newly cleaned radio from the oven and admire your results.
>
>
>
>>
>>It's kind of scary to even think of doing this so please convince
>>me that my Galaxy will not suffer from such treatment.
>
>I treated my Galaxy V to the above described treatment and it not only
>survived but looks brand new inside.
>
>On the other hand,I can't imagine putting an entire radio in the dishwasher.
>
>However, washing individual components, air variables, ceramic coils, etc
>works well and is benign.
>
>73,
>
>Jim - km6nk
>
>

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
Subject: FS - Heath/Hammurlund Boat Anchor Radios

The following are for sale (FOB Kansas):

Heath SB101 transceiver +SB640 scope+SB630 scanadaptor +
swr meter and HP-23 power supply in outstanding condition,
with manuals and

cables.....\$450

Hammarlund HQ 170 receiver, in semi good condition, but missing
clock, and with a blown power transformer + a new one that has
yet to be installed, with manuals and Hammarlund speaker.....\$100

Heathkit HX-10 Marauder SSB/AM/CW transmitter. This is the
matching unit to the Mohawk, and the successor to the Apache.
In outstanding condition, with original manuals

.....\$350

For information, please e-mail me. Thanks Carl AA7ZZ

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* * * * *
* NOTE: The message above is a re-post from the newsgroup rec.radio.swap. *
* All replies *must* go to the person making the post, not me. *
* * * * *

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: pmills@A.crl.com (Phil Mills)
Subject: FS at reduced prices...S-line
Message-ID: <199610092134.AA11759@A.crl.com>

Prices are reduced, I really need to sell but I'm not willing to
give it away...yet.

>I have the following S-line units for sale. Prices DO NOT include
>packing and shipping. All equipment is in very good condition with
>no dents or dings and only the usual rubbing around the trim rings, etc.
>Front panels are vg-excellent. All equipment is winged emblem.
>
>75S3 receiver, works well, has 2.1 kc ssb filter and 200 cycle cw filter.
>Spinner knob. \$375.
>
>32S3 xmtr, works well, with 516F2 power supply, \$425.
>
>30L-1 amplifier, works well, has 572B tubes in it (160 watts plate
>dissipation vs. 65 watts for the 811's). \$475.
>

thanks & 73,
Phil

.
Phil Mills, AB5TH **** Wanted -- Tek 3A1 plug-in *****
pmills@a.crl.com **** -- 1957 ARRL Handbook *****
713-992-5762
Friendswood, TX (south of Houston)

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: Mike Maloney <ac5p@ionet.net>
Subject: FS Hammarlund Acc./National Dials
Message-ID: <199610091139.GAA17545@mail.ionet.net>

I have the following FS:

Hammarlund - FS135C/100Kc Marker Osc. NOS \$22

National Type 'N' 4" engraved "Velvet Vernier" dials 0-100CCW \$10 ea.

Cardwell 1000pf variable cap(1kv)(great pi-net loading pad) \$10ea

Add \$2 S\$H ea. item.

73/Mike PO Box 33, Bartlesville,OK 74005 ac5p@ionet.net

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
Subject: FS- 1942 U.S. COASTGUARD TRC-120 RADIO/TRANSMITTER/RECIEVER

i have a working TRC-120 built 1942 and in great working condition.has
remote control unit.also known as "ship anchors" e-mail for more info

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* * * * *

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
Subject: FS: Johnson Matchbox with meter

I have a Johnson Matchbox tuner with directional coupler and internal
meter. I've owned it for 20 years but have not used it for 17 years. It
is in fair condition and may need some work but it is all there. The
cabinet is in good shape.

Price, \$85.00 plus shipping.

Scott WBOHNS

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----- N O T I C E -----

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Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: brq6348@rayta1.dcrb.dla.mil (Marc Chicoine)
Subject: FS: Electric Radio back issues
Message-ID: <9610091713.AA09577@rayta1.dcrb.dla.mil>

I have for sale the following issues of Electric Radio:

Issue Number: 1,2,3,13 and 25 through 88.
\$95.00 shipped.

Marc, WC1X

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
Subject: FS: Hallicrafter Sky Buddy

Hallicrafter Sky Buddy model s-19r. Works great has a couple scratches on top, very good overall. \$50.00 plus shipping
Greg KE6LPV

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* * * * *
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* * * * *

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
Subject: FS: Hallicrafters SX-101A

I have for sale a SX101A Hallicrafters receiver in good to very good condition. It has the original manual. It is taking up a lot of room in my shack and is not getting used.

\$200 plus shipping.

E mail to: KE4AY@aol.com or phone (770)967-6364

73, Terry/KE4AY

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----- N O T I C E -----

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Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: pmills@A.crl.com (Phil Mills)
Subject: FS: KWS-1 & 75A4
Message-ID: <199610082310.AA15906@A.crl.com>

Well, BA fans, since my S-line did not move too well, I'll post some of the black stuff for sale.

KWS-1 \$1,100, if this is too high for you, make a serious offer. This unit is one I've had for about 6 months. It is in good to very good condition. It has 4CX250B's for finals and also has

the 4:1 vernier vfo drive/knob. The front panel is very good with only paint chips missing from the edges. Tubular caps in the audio section have been replaced. This unit is _PICKUP ONLY...I insist that due to the price I'm asking that the buyer or his agent inspect the unit and arrange for packing and shipping. BTW, this unit is nicer than the non-working unit that I looked at a year ago here in Houston that went to Japan for \$1300.

75A4 \$425, this unit is in comparable condition to the KWS-1 with a good to very good front panel with only chips around the edges. Bad news is that some idiot (not me!) put an extra coax receptacle in the middle of the rear of the chassis apron. Good news is that the tubular caps have been replaced, the coupling silver micas have been replaced, and a new dial drum overlay has been installed. There is only one mechanical filter, a 3.1 kc one, installed. The unit has the 4:1 vernier drive and knob. The mod for removing the B+ from the mechanical filters has been installed (by me!) discretely. A nice clean working unit, if you think my price is to high, then feel free to insult me with your offer.

If a buyer is interested in taking both units, price consideration will be given for such a transaction.

thanks & 73
Phil

Phil Mills, AB5TH	*****	Wanted ---	Tek 3A1 Plug-in	*****
pmills@a.crl.com	*****	---	1957 ARRL Handbook	*****
713-992-5762				
Friendswood, TX		(south of Houston)		

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
Subject: FS: Zenith T0 A-600L

For sale or trade for antique radios. Zenith A600-L brown leather case Transoceanic very good shape has a couple scratches on leather works well. \$100 plus shipping Very rare radio
Greg KE6LPV

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* * * * *

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
Subject: FS:Hallicrafters SX-110 w/R-46 speaker

I have a Hallicrafters SX-110 with the matching external R-46 speaker and operating manual/schematic. The radio is in excellent working condition. Cosmetically rates a 9 on a scale of 1-10, and the speaker rates a 9, also. However the voice/normal switch on the speaker needs a new slide switch (available from Radio Shack), and is not operable. The speaker works fine without it, however.

\$250 + shipping or trades considered.

Regards, Barry, WA2KLS

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----- N O T I C E -----

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Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: Walt Novinger <waltn@earthlink.net>
Subject: Re: FSC107 Died
Message-ID: <2.2.32.19961008223258.0069adf8@earthlink.net>

Jerry,

If you can't find a direct replacement, give Jim Benedict a call on 616.229.4318. Jim can rewind _any_ xformer to like-new specs and

performance. He has done several for me, and I have found his work to be exceptional, and his prices fair. Usual disclaimers apply.

Regards,
Walt

At 11:39 AM 10/8/96 -0500, you wrote:

>Dear BA'ers,

>

>I've had a small setback with the radio restoration :-(

>

>The one and only, and very difficult to obtain RTTY frequency shift converter
>(FSC107) died after several hours of aggregate operation. My diagnosis
>indicates that one of the two high voltage windings on the main power
>transformer is arcing to ground and blowing the line fuse. To really
>complicate matters, I don't have the manual, or electrical specs on the
>transformer.

=====

Walt Novinger	Real Radios Keep You Warm At Night!
Collector of hollowstate communications receivers and test equipment	
waltn@earthlink.net	wnovinger@shl.com CI\$: 73340,2015

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: "Paul Bock" <pauboc@smtplink.pulse.com>
Subject: Further notes on nickel plating
Message-ID: <9609088448.AA844824268@smtplink.pulse.com>

BA Buddies,

In a previous post, I mentioned the availability of plating kits from Texas Platers' Supply and made a few general comments regarding using the materials. Here are some additional comments based on my personal experience:

a) In preparing items for plating, it is important to remember that the "shininess" of the finish after plating is directly related to the "shininess" of the item *before* plating. In other words, electroplating does *NOT* "fill in" little flaws in the surface and make it all look nice and smooth, it *follows* the surface contours. So if you have a satiny, scratchy-looking brass surface you will have a satiny, scratchy-looking nickel surface after plating (with a satiny, scratchy-looking copper surface in between).

b) The worst enemy of a homogeneous plating job is foreign material on the metal being plated, and in my experience the biggest culprit is

FINGER OILS! No matter how many times you wash your hands, you still can't avoid it if you handle the pieces before plating.

c) Failure to rinse plated pieces *IMMEDIATELY* after plating is a definite no-no. The chemical residue will *ruin* up the finish in minutes, and you'll have to start all over.

With the above three comments in mind, here's a procedure I've used for plating which seems to work pretty well:

1. If at all possible, invest in a buffing wheel and use it for the final polishing. If you must do it by hand without a buffing wheel (which costs less than \$10, BTW) use #400 & #600 emory paper, 0000 steel wool and crocus cloth to polish the pieces as well as you can.
2. Clean off the piece(s) with isopropyl alcohol, using Q-tips and/or clean cloth to remove all residue, etc., from the entire piece including all the nooks, crannies, screw holes, etc.
3. Put the piece(s) in a stainless-steel saucepan, fully submersed in clean water (distilled is best, but not vital unless your water has a *LOT* of trash in it), and boil them for 10 minutes - and I do mean *BOIL*.
4. Put on rubber surgical gloves. You can buy a whole box of them at any drugstore for a few dollars, and they're great for protecting your hands while paint-stripping or de-rusting, not to mention keeping finger oil off of items to be plated, and you just throw them away when you're finished.
5. Pour the pieces out into an ordinary wire kitchen strainer and allow them to cool. When cool, dump them into a clean paper towel and dry them thoroughly (whilst wearing the gloves, remember?) and then transport them to the plating bench. DO NOT TOUCH THEM UNLESS YOU'RE WEARING THE GLOVES!
6. Place a container of clean water (I use a large, cleaned-out coffee can) at your plating bench; also ensure that you have several clean drying rags handy (old T-shirts or pieces of turkish towel work nicely).
7. Commence plating. As you finish each piece, rinse it thoroughly in the clean water container, dry it off, and set it aside on a clean paper towel. Dry your gloved hands carefully and move on to the next piece.

The process is slow, but it seems to work nicely. For the record, I use 3.5 vdc from a small, short-circuit proof adjustable DC supply.

73,

Paul, K4MSG

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS - Heath/Hammurlund Boat Anchor Radios
Message-ID: <80367.ddillman@igc.apc.org>

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From: CarlHeintz <carlheintz@aol.com >
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS- 1942 U.S. COASTGUARD TRC-120 RADIO/TRANSMITTER/RECIEVER
Message-ID: <80372.ddillman@igc.apc.org>

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From: ken berkley <bezerk@aracnet.com>
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: korky <korky@nando.net>
Subject: Re: Fwd: FS- 1942 U.S. COASTGUARD TRC-120 RADIO/TRANSMITTER/RECIEVER
Message-ID: <Pine.SUN.3.91.961009203303.10378A-100000@bessel.nando.net>

Dick,

Tell me more about the TRC-120 73/ZUT de Tim N4IQA

On Tue, 8 Oct 1996, Dick Dillman wrote:

>

> ----- Forwarded message begins here -----

>

> From: ken berkley <bezerk@aracnet.com>

> Newsgroups: usenet.rec.radio.swap

> Date: 8 Oct 1996 07:57:26 GMT

> Subject: FS- 1942 U.S. COASTGUARD TRC-120 RADIO/TRANSMITTER/RECIEVER

>
> i have a working TRC-120 built 1942 and in great working condition.has
> remote control unit.also known as "ship anchors" e-mail for more info
>
> ----- Forwarded message ends here -----
>
> * * * * *
> * NOTE: The message above is a re-post from the newsgroup rec.radio.swap. *
> * All replies *must* go to the person making the post, not me. *
> * * * * *
>
> Dick Dillman
> WPE2VT N6VS ex-WA2BJK
> <ddillman@igc.apc.org>
> Collector of Heavy Metal:
> Harleys, Willys and Radios Over 100lbs.
>

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS: Johnson Matchbox with meter
Message-ID: <51149.ddillman@igc.apc.org>

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From: scott from new prague <marek002@tc.umn.edu>
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS: Hallicrafter Sky Buddy
Message-ID: <80379.ddillman@igc.apc.org>

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From: Greg Wittig <gwittig@microsys.net >
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS: Hallicrafters SX-101A
Message-ID: <51116.ddillman@igc.apc.org>

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From: KE4AY <ke4ay@aol.com >

Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS: Zenith TO A-600L
Message-ID: <80384.ddillman@igc.apc.org>

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From: Greg Wittig <gwittig@microsys.net >
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS:Hallicrafters SX-110 w/R-46 speaker
Message-ID: <51129.ddillman@igc.apc.org>

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From: Barry, WA2KLS <bgluck@monmouth.com >
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: Hammarlund equipment
Message-ID: <51138.ddillman@igc.apc.org>

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From: Jean Murray <murray.jean@mayo.edu>
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: Mikhael Brown <mikhael@hpcmmp13.sj.hp.com>
Subject: Grimeton Station Video
Message-ID: <199610091853.AA278107217@hpcmmp13.sj.hp.com>

--

&v1S*****&v0S*****&v4S*****

**

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&v4S
&v1S*****&v0S*****&v4S*****
***

```

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
 From: anthony@ix.netcom.com (Anthony Severdia)
 Subject: Hallicr manuals or schematics needed
 Message-ID: <199610090155.SAA15555@dfw-ix11.ix.netcom.com>

~
 Gentlemen:

I marvel at what this group does with old BAs and the excellent advice that comes along every day. I'm just getting my "feet wet" in many respects, even though I'm an OT with hamming and swl-ing.

I do have a present need with a couple of acquisitions. Instruction manuals (or at least schematics) for Halli HT-40 Tx and Halli S-120 Rx. Grateful for any responses!

Usual payment for costs assured. Any takers?

-=Tony=- W6ANV San Francisco, CA

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
 Subject: Hammarlund equipment

I have an HQ100 receiver in nice condtion for \$95. Also have a S200 speaker in fair condition, and 2- HQ145's for \$120. The 145's are project radios; 1 is missing a cabinet. A fair condition unit could be made out of both units. Will sell everything above for \$200. All is plus shipping. E-mail response or you can call 507-288-0242 evenings.

----- Forwarded message ends here -----

===== N O T I C E =====

Please do not email me regarding this message. It is a re-post from the newsgroup rec.radio.swap. All inquiries must go to the person making the post at the email address above... not me!

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: Karl Verren <kn6cw@hughes.net>
Subject: Heathkit mobile mount
Message-ID: <19961009045756.AAD1259@[205.139.35.233]>

Greetings to all,
I am looking for the mobile mounting system which supports the SB-100,SB-101
and SB-102. Anyone out there have one they are willing to part with? I am
specificly concerned with mount and it's hardware. Thanx
Karl Verren KN6CW
2894 Delmar Ave.
Mojave,CA.93501-1114

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: Clark Fishman (FSAC) <cfishman@PICA.ARMY.MIL>
Subject: Help
Message-ID: <9610091454.aa26435@COR6.PICA.ARMY.MIL>

I tried to get info from the listserv but it did not answer
my question:

How can I postpone delivery of boatanchors while I go on vacation??????????

Clark Fishman WA2UNN cfishman@pica.army.mil

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: KWM-2A Project Fun
Message-ID: <199610091514.KAA05345@lesol1.dseg.ti.com>

Greetings,

I got my "project" radio, KWM-2A, from Belton fired up last night. Before
applying power I noticed someone had previously "let the smoke out" of the
filament pins on the power connector (i.e., burn marks around the filament
pins). Cautiously applying 12V filament power first, a problem was

immediately apparent, some tubes lit brilliantly, others not at all. Out came the tube tester which revealed 3 tubes with open filaments and 1 tube with an internal short, a 6146, 2 6EA8's and a 12AT7 were all available from ready storage. That solved the filament problems.

Next, I applied high voltages and found the receiver to be working (after applying a little contact cleaner to the relay contacts). Yep, that mechanical filter works well. And the PTO works just fine, too. The receiver suffers from moderate deafness, though. Signals bleeding through at the Intermediate Frequency were as strong as signals on the 75 and 40 meter bands. The strongest signals kicked up the s-meter only slightly. Interestingly, the calibrator signal moves the s-meter past half-scale, about what I'd expect from a fully working receiver. Also noticed that none of the trim caps around the ganged slug tuned inductors seemed to affect the signal strength, even though the preselector peaked rather sharply. I suppose that means my KWM-2A's loaded with those "bad" caps, which I've heard are the bane of Collins collectors. Is replacement required? Is there a way to repair those things? Am I missing something here? I suspect that tweaking up the receiver will cure its ills. (If only the tweaking capacitors were tweakable!)

I'm working kinda blind here, as I won't have a KWM-2A manual until this weekend. Any and all advice appreciated from folks who've been there, seen these kinds of problems before.

Regards,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com
Views expressed herein are no one's fault but mine.

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: 4CX250B@miavx1.acs.muohio.edu
Subject: RE: KWM-2A Project Fun
Message-ID: <v03007804ae81dcf3f094@[134.53.5.143]>

Hi Bill,

I've rehabbed a couple of KWM2s lately and can offer the following suggestions. The spurious peaking of IF signals in the 75 meter band is normal; the preselector peak for "real" signals is very near the spurious peak. However, if the alignment isn't right, you'll get intermixing of the IF spurious signals and the desired signals. It sounds like you need a

realignment of your radio. Don't despair, however, because alignment is very straightforward (and also rather fun.).

Before attempting alignment, however, you need to clean the ceramic trimmer caps. No need to replace them. Instead, just take a small screwdriver and --from the underside of the chassis -- slide the spring retaining clip out of the detent in the trimmer shaft. Don't unsolder any wires; just move the clip out of the way. You can then lift the moveable part of the trimmer cap away from its housing. It only takes a few seconds to get one apart. Then, once the pieces are apart, take some 99% isopropyl alcohol and a Q-tip and scrub the mating surfaces of the trimmer. You'll see considerable discoloration on the ceramic from the tin plating, and your goal is to scrub it until the ceramic is white (or nearly so). Once clean, then reassemble the capacitor and slide the spring clip back into place. It takes about 2-3 minutes to disassemble, clean, and reassemble one capacitor, so it isn't a big job to do the whole radio. (By the way, you'll need to remove the three metal cans covering the bandswitch wafers in order to get access to the trimmer caps. This is done by loosening the shaft coupler screws at the head of the bandswitch, and sliding the shaft out of a hole in the rear of the chassis. Sounds harder than it is. While you've got the cans off the bandswitch, take the opportunity to clean the switch contacts as well. NOTE: If it occurs to you that you could save yourself future grief by slotting the metal cans, so they will clear the bandswitch shaft, you are mistaken. Slotting the cans will cause the rig to oscillate in the 75 and 40 meter bands, and will cause you no end of distress. Trust me. I found out the hard way.)

By the way, don't bother to mark the settings of the trimmer caps. When you reassemble them, just set them at the location shown in the manual and go through the alignment from scratch, following the directions. The KWM2/2A falls into alignment very easily. You'll be amazed at how well it will work when you're done.

Good luck!

73,
Jim W8ZR

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: rdkeys@csemail.cropsci.ncsu.edu
Subject: Looking for dial and meter images for building
Message-ID: <9610091624.AA108383@csemail.cropsci.ncsu.edu>

I would appreciate any information from folks about what they are using, have used, actually have made, etc., in the way of dial decals, namplates,

meter faces, and related panel markings for building boatanchors.

Email me direct and I will summarize to the boatanchors and the glowbugs, for reference. Discussions should probably best be handled on glowbugs, unless such information might be useful to the restoration of existing boatanchors.

We touched base on this about a year back, but none of it was collectively archived that I can find. Rather than reinvent the wheel, it is probably a worthwhile project to bring this info together for the BA archives.

Such information is probably of use to the constructors amongst us. After all, them fine bottleburners ye makes surely needs a fine set o' dial markings, name plates, etc., and that is almost a lost art.

My particular reason for bringing this up is to try to recreate an early Weston fan or half-moon-crescent shaped meter and its dial face for use on an early HB panel set as the RF ammeter. It needs to look more or less 1920's, to be worthwhile, and those sorts of meters are not common at hamfests, anymore.....(:+{{..... It used to be you could find all sorts of ready-made name plates and old style volt/amp/rfamp meters, but them suckers is gettin' a tad scarce down here in the ol' South. Thus, some creative archaics are required.

73/ZUT DE NA4G/Bob UP
rdkeys@csemail.cropsci.ncsu.edu

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: rdkeys@csemail.cropsci.ncsu.edu
Subject: Metal etched data plates and name plates --- how/where?
Message-ID: <9610092029.AA108649@csemail.cropsci.ncsu.edu>

While thinking some more on the dials and nameplates thingie, it occurred to me that there would be interest in knowing the particulars of how and who makes/made the classic equipment data plates and name plates that were once so common on all manner of military gear and a lot of commercial gear. Most hams could not make them, generically, but there were suppliers that did have things like ``ANTENNA'' or ``GND'' plates, etc. My best understanding of these are that they are photoetched from a line copy negative. I remember in the 70's there was a company called ``MetalPhoto'' in Chicago that used to make these, and there are custom ones that can be ordered from office supply places that are the real etched things. Unfortunately, details of the processes involved and pointers to current suppliers are nil in my files.

Food for thought..... missing plates are common, but it might be possible

to rescan them into computer, print out a master and camera-copy it on litho film and send it off to a company, perhaps to etch.

Maybe we need some scanned images of these for archiving?

Any ideas/pointers/suggestions appreciated.

73/ZUT DE NA4G/Bob UP

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: Tom Norris <badger@telalink.net>
Subject: Mil List new url! (thanks for swift list replies!!)
Message-ID: <3.0b33.32.19961009092300.00688af8@telalink.net>

Not being able to find Bill's address to ask what was up with the military equipment list, I posted to the list here. Just a few short minutes (!) later I got a reply from Erwin Cremers, PE1MGR. Seems Bill's server went through some upgrades, etc and the new url is "http://linux.cec.army.mil" just in case anyone else has trouble finding it -- and it is still listed as the older url in a lot of links.

Thanks for the speedy reply from the list!!!

Tom Norris KA4RKT
badger@telalink.net Nashville, Tennessee, USA

Eagles may soar, free and proud, but weasels never get sucked into jet engines.

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: Erwin Cremers <ecremers@ingram.nl>
Subject: Mil. boatanchor R-392 info needed
Message-ID: <9610091352.AA08756@solair1.inter.NL.net>

Hello,

I'm new to this group (subscribed a two weeks ago) and would like

info on the R-392.

Thanks,

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: Tom Norris <badger@telalink.net>
Subject: Military Equipment List??
Message-ID: <3.0b33.32.19961009083736.006b76e4@telalink.net>

<http://linux.cec.army.mil/htbin/billcnt/hamradio/equipment/mi.htm>

```
"The requested URL /htbin/billcnt/hamradio/equipment/mi.htm was not found
on this server. "
```

Tom Norris KA4RKT
badger@telalink.net Nashville, Tennessee, USA

Eagles may soar, free and proud, but weasels never get sucked into jet engines.

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: Timothy Parker <parker@sol.med.ge.com>
Subject: Re: Military Equipment List??

Message-ID: <325BB20E.59E2B600@sol.med.ge.com>

>
> The last address I had for the Military Equipment List was:
>
> <http://linux.cec.army.mil/htbin/billcnt/hamradio/equipment/mi.htm>
>
> HOWEVER this morning I get a "403 Not Found" error and this message:
>
> "The requested URL /htbin/billcnt/hamradio/equipment/mi.htm was not found
> on this server. "
>
> Is the list up somewhere else?
>

I stumbled upon this the other day, it must be the one.

<<http://www.cec.army.mil/Bille/milindex.htm>>

Tim
KB9KIT

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: "Unger" <junger@usgs.gov>
Subject: More on rig cleaning
Message-ID: <961009090001.ZM15526@junger6141>

On Oct 8, 9:00pm, Wayne Cronin wrote:
> Subject: cleaning rigs: dishwasher treatment?
> I've heard it said that the fastest and easiest way to really clean
> up an old rig is to run it through the dishwasher (with or without
> soap?), then put it in the oven for a while to dry out.
>

In a similar vein, does anyone have a method of removing the stale tobacco smoke smell that seems to be present in some old BA's that I've been tempted to buy? Maybe the dishwasher treatment???

tnx es 73 - John, W3G0I

--

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: jml@innercite.com (Jim Lockwood)
Subject: Re: More on rig cleaning

Message-ID: <199610091953.MAA21850@spider.innercite.com>

At 07:59 AM 10/9/96 -0500, Unger wrote:

>
>

>In a similar vein, does anyone have a method of removing the stale
>tobacco smoke smell that seems to be present in some old BA's that I've
>been tempted to buy? Maybe the dishwasher treatment???

A hot solution of automatic diswashing detergent just melts tobacco stains away instantly. No elbow grease, no effort at all.

Caveat: It also melts other things, like dial scales. So use it carefully.

73,

Jim - km6nk

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996

From: Cal Eustaquio N6KYR <ceustaqu@dot.w6bhz.calpoly.edu>

Subject: Mounting hardware for R-390A

Message-ID: <Pine.SUN.3.91.961009101559.19255C-100000@dot.w6bhz.calpoly.edu>

Hi again and thanks for your answers on my previous queries. I do have another question. What was the front panel hardware used to mount the R-390's to their cabinets? I have some 10-32 front panel screws but they look pretty small compared to the generously sized subdued bolts I've seen in pictures of the R-390 in its "natural habitat" (shipboard use or original cabinet). Can you tell me what this hardware is and where can I get it? Cal, N6KYR. AMI #537.

Airborne--All the Way

Armor--On the Way

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996

From: flegler@pilot.msu.edu (Stanley L. Flegler)

Subject: RE: Mounting Hardware for the R-390A

Message-ID: <199610091944.PAA18191@pilot18.cl.msu.edu>

I've purchased beautiful Nickel-Plated Screws and Cup Washers made especially for mounting rack gear from Newark Electronics. In catalog 114 they are on p. 1342. They are made by Hammond Manufacturing, a manufacturer of rack cabinets. Numbers are 95F2554, Nickel Plated Screws, pkg. 25 for \$2.53, and 95F2555, Nickel Plated Cup Washers, pkg. 25 for \$2.69. They have

branches in most major cities in the U.S. There may be better sources, but this is where I found some. 73 Stan K8RPA, flegler@pilot.msu.edu

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: jml@innercite.com (Jim Lockwood)
Subject: Multiple receivers, one antenna
Message-ID: <199610091953.MAA21848@spider.innercite.com>

This is how I solved the problem back in January of this year. The configuration I describe in the attached mail is still in use and working fine. I'm aware of one other BAer who has tried this and at last report his setup was also working well.

73,

Jim - km6nk

>Return-Path: <boatanchors@theporch.com>
>Date: Sat, 27 Jan 1996 19:12:59 -0600 (CST)
>Errors-To: listown@jackatak.theporch.com
>Reply-To: jml@spider.lloyd.com
>Originator: boatanchors@theporch.com
>Sender: boatanchors@theporch.com
>Precedence: bulk
>From: jml@spider.lloyd.com (Jim Lockwood)
>To: Multiple recipients of list <boatanchors@theporch.com>
>Subject: Re: SWL Antenna Questions
>X-Listprocessor-Version: 6.0c -- ListProcessor by Anastasios Kotsikonas
>X-Comment: Please send list server requests to listproc@theporch.com
>Content-Length: 2859
>
>
>>>
>>>2. Is there some way to feed multiple 50 ohm BA's from a single antenna?
>
>What a timely question. Read on and you'll see why.
>
>Here at Radio Free Pollock Pines, I've run all my receivers simultaneously
>from a single antenna for several years. The hook up has been pure brute
>force. I run coax and T connectors past the rear of each receiver,
>connecting to each one in turn.
>
>This has worked very well. The only difficulty has been in determining the
>connection sequence to minimize interaction among the various sets. What
>I've found empirically is that my Drake receiver must be the very last
>receiver in the daisy chain and the others, various hallicrafters, National,

>and Hammarlund, can be connected in any order.
>
>Until recently this was entirely satisfactory. It changed to
>unsatisfactory when I wanted to connect two Drake receivers on this "antenna
>bus". They can't both be "last", so I ran into problems immediately.
>
>This weekend, I've been experimenting with a really dumb sounding cure for
>this. To my mild amazement, what I've done Seems To Work. Here's what I did.
>
>First off, I bought a Radio Shack Audio/Video 3-Way Distribution Amplifier
>(Catalog #15-1103). This ought to raise eyebrows just as soon as you check
>the catalog to see what this is. Let me explain....
>
>This gadget is **not** an RF amplifier, or at least it isn't intended as such.
>It is a three channel amplifier for distribution of two audio channels and
>one video channel. What made the goofy idea of using this seem almost
>plausible was the spec on the back that said the unit was good from 10Hz to
>10Mhz. It turned out to be a lot better than that.
>
>I swept the video channel and found that it would operate well beyond 30MHz.
>For grins, I also swept the two audio channels and found that they, too,
>will operate beyond 30MHz!!!
>
>You see where this is heading, don't you?
>
>Once I discovered the wide frequency range of this distribution amplifier, I
>hooked it up to drive three of my receivers simultaneously, an SX-100, a 2B,
>and an R4B. Previously this combination was completely unworkable; I could
>hook either the 2B or the R4B to the antenna bus, but not both
>simultaneously.
>
>All three receivers performed perfectly.
>
>When I get a Round Tuit, I'll reconfigure the distribution amplifier to
>drive even more receivers. What I'll do is use two of the video channel
>outputs to drive each of the audio channel inputs. Then I'll take the audio
>channel outputs (of which there will be a total of 6) to each of the
>receivers in the radio room.
>
> So that's the long version of an improbable answer to a simple question. I
>wouldn't have believed this would work if I hadn't looked at the frequency
>response of this amplifier myself and hadn't heard the results with my own
>ears. Give it a try and see for yourself.
>
>73,
>
>Jim - km6nk
>

>
>

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: Hadley Allhands <had@halcyon.com>
Subject: R-1051B Project
Message-ID: <Chameleon.4.01.2.961008155200.had@.halcyon.com>

Well the 1051B complete with its TWO Glow Jugs works. Some minor problems: bad audio
pot, missing panel light jewel but nothing major.

I would like to find originals or copies of NAVSHIPS 0967-970-9010 Vols. 1
through ?
R-1051/URR and R-1051B/URR Technical Manual.

Any help would be appreciated.

73
Hadley

Name: Hadley Allhands, K7MLR
E-mail: had@halcyon.com hadley@arva.com

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: "Benjamin D. Hall" <bdhall@ghgcorp.com>
Subject: R-390 parts needed, thanks for the nice comments
Message-ID: <325B14B2.46BB@ghgcorp.com>

Okay folks, another shot in the dark here...

Need the power supply chassis and rack handles for my Collins R-390 (no A). Mine has an added 28 volt transformer shotgunned on the rear panel leading me to beleive she has P/S problems, and she is missing the rack handles.

I was going to just send the whole thing to Rick Mish, but it looks like it is going to be a long while before I have the money.

BTW: Thanks to all the folks who sent supportive comments about my job and financial situation. I will respond to them all, but will be out of town starting Thursday morning and not back until Sunday. After further review, the finances are better than thought, but I probably will be looking for a new job soon. My ethics refuse to let me work at a place that admits it places the emphasis on quantity over quality. Especially when people's lives are at stake.

Thanks and 73,

Ben "if you are going to do it than do it right" Hall

--

From the computer of	Collector of fine firebottle
Benjamin D. Hall, Houston Texas	equipment, as well as other things
BDHall@GHGCorp.com -or-	involving Earth, Air, Water, and
BHall@GP802.JSC.NASA.gov	Fire.

"When you clock the human race with the stopwatch of history, it's a new record every time."

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996

From: john <johnmb@mindspring.com>

Subject: R274 -- I just got one...

Message-ID: <2.2.16.19961008214630.08f784ec@pop.ral.mindspring.com>

At 08:29 PM 10/8/96 -0500, you wrote:

>A comment on the oddity spotted at Belton which some of you mentioned:
>the R274/SP600/SX-73. A Hallicrafters built by Hammarlund? The evidence
>pointed to was the manufacturers tag on the front panel. The Hammarlund
>tag was attached to the front panel by two small screws, not rivets as you
>would expect. I think that might be the clue here. A joke or a scam?

If there are any questions about the R247, I just got custody of one from local friend WB5ZPQ... an hour ago! I get to keep it for a while, and will be able to answer questions about it for the near future.

It, along with its shipboard speaker panel, all mounted into a small rack cabinet does NOT fit well in the WB50AU Mustang GT BA hauler... :-)

/john
wb5oau/4

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: mknudsen@lucent.com
Subject: Re: Radio Club
Message-ID: <9610082150.AA01132@bock.ih.lucent.com>

Does this RC of A trace its roots back to the original Radio Club of America that flourished from about 1910 thru WW-1? This was a technical and scientific society where Armstrong rubbed shoulders with many of the other early greats of radio, argued and debated with DeForest, and generally cross-fertilized ideas when everything was new.

I read about them in "Empire of the Air." Don't know what happened to the Club after about 1920, tho they probably were asked by member David Sarnoff to change their name, or at least not abbreviate it :-)
73, mike k aa9rg

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: Karan Lee Carruth <klccarru@tenet.edu>
Subject: Re: Radio Club
Message-ID: <Pine.OSF.3.91.961009073049.31359A-100000@francis.tenet.edu>

The Radio club of America is still around. I know a fellow who is a memeber.
Lenox, WA50VG

On Tue, 8 Oct 1996 mknudsen@lucent.com wrote:

> Does this RC of A trace its roots back to the original Radio Club of
> America that flourished from about 1910 thru WW-1? This was a technical
> and scientific society where Armstrong rubbed shoulders with many of the
> other early greats of radio, argued and debated with DeForest, and
> generally cross-fertilized ideas when everything was new.
>
> I read about them in "Empire of the Air." Don't know what happened
> to the Club after about 1920, tho they probably were asked by member
> David Sarnoff to change their name, or at least not abbreviate it :-)
> 73, mike k aa9rg
>

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: Pete McCollum 09-Oct-1996 1321 -0600 <mccollum@ssdevo.ENET.dec.com>
Subject: RBU-1
Message-ID: <9610091922.AA18720@us3rmc.pa.dec.com>

I have a pan display RBU-1 made by Panoramic Radio Corp.
The IF is 400 KHz.

Can anyone tell me what it's intended to be used with, and any other facts/figures about it?

Thanks,
Pete

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: "P. J. Rovero" <provero@connix.com>
Subject: Re: RBU-1
Message-ID: <199610092123.RAA01688@comet.connix.com>

A perfect match for the RBA/RBB/RBC WWII Navy receivers.

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: george.rybicki@lerc.nasa.gov (George Rybicki)
Subject: Refinish SP-600
Message-ID: <v01510103ae8188452e41@[139.88.134.25]>

Here is a very sucessful technique I used to refinish my SP-600 JX-14.

1. Strip the finish with BIX paint remover. Bix is MEK, MeOH, and tolulene, it softens almost any paint and cost about 4 bucks a pint at Walmart. Put it on thick, it takes about half an hour, and the paint will come off with a spatula or rag. I manually wire brushed the paint out of the lettering.
2. I cleaned, scrubbed and degreased with alcohol and applied one coat of krylon primer and two coats of Krylon Dove Gray. I picked dove gray as it matches most of the newer Hammarlund stuff even though the SP600 was originally a little darker. Let dry over night.
3. Refil lettering. I used a water soluble satin white epoxy from Red Devil. Apply to lettering with a small brush, dont worry about getting some paint outside the etched letters. Let dry 10 minutes and wipe off with a damp linnen rag. Its easier than you think, I repeated this process twice and it looks great. One more tip, the long straight lines are the hardest to do, be careful to only wipe perpendicular to the lines or you will wipe the semi-dry

paint right out.

Good Luck and as always YMMV

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: Michael Crestohl <mc@shore.net>
Subject: REPORT: Hosstraders (Rochester NH) and Boxborough MA ARRL Convention
Message-ID: <199610091022.GAA13196@northshore.shore.net>

Hello Gang:

Well, the big New England Ham Radio is over! What a weekend it was, though. Two big fests 90 miles apart in three days is really something!

It started for us at 5:00 AM Friday when we left Cambridge VT for Rochester NH and the Hosstraders. We got there just before the gate opening at 9:00 and inside we went! The day was unseasonably cold but it was clear and sunny. I noticed that the early attendance seemed lower than Octobers in the past. By 3:00 and the second wave of hamfesters it was pretty clear that attendance was definitely down.

The usual party gang were not there this time - they were down in Boxborough MA getting ready for the Convention. So, there were none of the usual partying going on - and we turned in early. Those of us who spent the night certainly knew that winter is coming - Brrrrrrr - it was below freezing overnight. We had our down-filled bags and so were not too cold once we were inside.

Saturday was a surprise - the place was packed. You would have never known there was another fest in the vicinity. The weather was very nice once it warmed up a bit. There was a lot of stuff around and I saw many of the Boatanchorites, including Andy Wallace who is now the proud owner of a Johnson Viking Ranger I. I didn't find too many items but did manage to snag some good tubes, NIB RCA for cheap, such as a couple of metal 6L6s, some 6AZ8s and 6BN8s for my KWM-2A, some neat books and a very fine-business B & L microscope in its wooden case with several extra lenses, mechanical stage and even a nice rosewood box filled with slides. I also picked up a nice Vibroplex twin-lever paddle which should be quite interesting to fool with. I even found a mint Hallicrafters CB-3A with Civil Defense markings on it for \$5.00! I remember the CB3-A very well - in 1966 I had one and had a lot of fun with it.

Around noon we packed up and headed down to Boxborough and the ARRL New England Division Convention. When we arrived we saw that the attendance was very light and this was confirmed later. We were quite tired from

the past two days of Hosstraders but my good friend Mike Raisbeck K1TWF was the Program Chairman this time and asked several of our fellow B A R S (Billerica Amateur Radio Society) members to be speakers at the Convention so I had to be there. Ran into WA1HLR, aka the Timtron in the flea market and he told me that he had been at Hosstraders but almost had a most unfortunate close encounter on which I will not elaborate here. The convention was going pretty well - there was a special events station, W1A on the air and it was making contacts left and right. One of my club friends was operating and I decided to have a few yucks so I called them from the rig one of the guys had set up in the flea market and kept telling him that I couldn't get his call - just got W1A??. It was quite a riot hearing him try to explain the special call.

We hung out for a while and headed out to the motel for a quick shower returning to the Convention to hang out with our buddies and attend the Royal Order of the Wouff Hong induction ceremonies whereat Cynthia, VE2QF was duly initiated into amateur radios secret fraternity. Early Sunday morning we were back at the Convention mainly due to the fact that I was giving a lecture at 9:00 on Spy Radios. I was quite surprised and very pleased to see a full room! At 11:00 I gave a very ad-hoc talk about the Great Rigs of the Fifties and Sixties and at noon the Tron arrived to give his presentation on AM Today. Tim told us some funny tales, showed us some videos of the AM Special Events station at the Gaithersburg FAR-Fest taken a couple of years ago, an interesting video of a broadcast transmitter he had converted to cover 160, 75 and 40 meters and another on a homebuilt pulse-width modulator. It was a most entertaining and educational presentation. Naturally the room was packed! Here was an amazing phenomena - the Timtron a guest speaker at an official ARRL convention. Thanks to Mike K1TWF the program chairman, the convention featured three presentations dedicated to boatanchor-related subjects. Judging from the attendance at these presentations they were all very popular. So it would appear that there will be more of these presentations at the next one in 1998.

We left the convention around 4 and got back to Vermont at 9:30 and right into the sack.

It was a helluva ham radio weekend - but I hope that the organizers of both events will try to avoid this overlap in the future. It made for a very tiring weekend!

73,

Michael Crestohl, KH6KD/W1
mc@shore.net

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996

From: Spencer Petri <spetri@e-tex.com>
Subject: Re: RF probe
Message-ID: <m0vA19y-0002GFC@e-tex.com>

Fellow filament fanatics,

Input to the probe should be appropriate DC voltage rated capacitor of .003 UFd or so. The diode, 1N34A a good one, is from the output of the cap to ground, with the anode to ground for a + output. At least a 1 meg resistor from the cap/diode junction to the input of the voltmeter. Probe should be built into a shielded case with shielded wire for test lead.

Remember the output is RMS.

73 de Pete WA5JCI

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: Spencer Petri <spetri@e-tex.com>
Subject: RF probe. OOPS!
Message-ID: <m0vAmQx-0002GQC@e-tex.com>

Posted to wrong group.

73 de Pete WA5JCI

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: Steve Ellington <n4lq@iglou.com>
Subject: S-line lettering question
Message-ID: <Pine.GS0.3.93.961009133625.18888A-100000@iglou1>

I have a 75S3B and the paint around the RF gain control is worn off. It looks like someone with long fingernails rode the gain a lot.

It looks like the area around the controls is some kind of metal decal. Almost like a separate piece. Is this the case and is there anything available to stick over this?

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: "Rick Blank" <rblank@legend.txdirect.net>
Subject: Re: S-line lettering question

Message-ID: <199610091810.NAA22778@legend.txdirect.net>

> Date: Wed, 9 Oct 1996 12:44:39 -0500 (CDT)
> Reply-to: n4lq@iglou.com
> From: Steve Ellington <n4lq@iglou.com>
> To: Multiple recipients of list <boatanchors@theporch.com>
> Subject: S-line lettering question

> I have a 75S3B and the paint around the RF gain control is worn off. It
> looks like someone with long fingernails rode the gain a lot.

>

> It looks like the area around the controls is some kind of metal decal.
> Almost like a seperate piece. Is this the case and is there anything
> available to stick over this?

>

> Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

>

This is not a seperate "stick-on" type of thing and
Nope, there's no easy way to replace something and renew this....is
it the grey or the white that is worn?

There is a Testors modelers paint that is a 99.9% match for the grey
of the fronts of the Collins rigs that I have used to touch up worn
areas and scratches on front panels....I am at work right now and
just don't remember the paint code....a 000 paintbrush and a little
thinner makes a good spotting brush to take out small
imperfections....the only other way would be to use an airbrush to
touch up these areas...

Rick Blank, KI5SL ki5sl@txdirect.net
2223 Blanco Road
San Antonio, Texas 78212

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: JBurgwynjr@aol.com
Subject: Sale-Misc.
Message-ID: <961009190143_1212008658@emout08.mail.aol.com>

Cleaning out boxes: Johnson 122 VFO tilt stand (bale) no screws or clips -
just a metal bar with plastic guard - \$6.00, shipped. Heath 100kc xtal
calibrator, Model No. HRA-10-1, nice \$26.00, shipped. Drake Noise Blanker 34
PNB for TR4 series above Serial # 31321, \$80.00, shipped. Drake MS4 Speaker,

some scratches, but clean, \$45.00, shipped. Thank you, John Burgwyn, W4WAW

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: Karl Verren <kn6cw@hughes.net>
Subject: Searching for a HEATHKIT SBA-300-3 (6 Meter Conv.)
Message-ID: <19961009045756.AAA1259@[205.139.35.233]>

Greetings to all,
I am still searching for the 6 meter conv. for my SB-301. If anyone knows where one of these can be obtained I would be interested in buying or trading for it. Leave a note or call. Thanx in advance. (805) 824-9728
Karl Verren KN6CW
2894 Delmar Ave.
Mojave, CA. 93501-1114

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: k7yha@juno.com (Richard H. Arland)
Subject: SX-71 Saga (Part 4) - SUCCESS!
Message-ID: <19961008.210513.4431.1.k7yha@juno.com>

Gang:

After several days of replacing bypass disk ceramic caps and totally rebuilding the 2nd IF converter (V3 - 6BE6) and pre-aligning the coils on T-7 and T-21 (1st IF can and 2075 KC can) we have SUCCESS!

The receiver LIVES!

The tuning was so far out on each IF stage that we had to inject first 455 KC then 2075 KC into the proper stages to get anything out of the receiver at all. At the end of the IF alignment, the HP-606C was cranked down to -88 dBm and we could still hear the 455 KC signal!. -95 dBm was the lowest we could go with the 2075 KC signal. The receiver was no longer deaf.

Next came the RF alignment. Bands 1 and 2 (BC band and 1.8 - 4 MC) went well. However, Band 3 (5 - 14 MC) was a real pain. The LO cap adjustment for 12 MC was extremely touchy. It took over 30 minutes to align the band end-to-end for linearity (moving between 5.2 and 12 MC and adjusting the LO).

Final tweaks will be put on Band 3 tomorrow and the rest of the alignment will be completed. Then we'll burn the rig in for a few days and pull a

final alignment to fully optimize the receiver by mid-week next week.

Initial RF sensitivity tests on MDS show the SX-71 in the -115 dBm range....not great, but within specs published by Hallicrafters.

The bottom line on this little beastie....persistence and tenacity.

73 rich K7YHA

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: "Jim Berry" <basalop@eskimo.com>
Subject: Re: TORQUE TO TUNE BA'S
Message-ID: <199610090336.UAA24691@mail.eskimo.com>

Another knob weighting trick:

Fill the knob with common shotgun shell
lead pellets and then pour in your favorite furniture glue to hold
the whole glob in place. Use water solubable glue in case you don't
like the feel. All you have to do is wash them out.

73 Jim K7SLI

> Easy way to improve 'feel' of BA tuning knobs: Jam some large-gauge solder
> into the hollow areas in back of the tuning knob. You could also melt lead
> & let it drop in but that tends to deform plastic knobs.

>

>

> -John Sehring (09/16/96 9:34 am MT @Baker, Montana) UCC wb2eqg

>

>

Jim Berry K7SLI. QTH: Marysville, Wa (Near Seattle)

Email: basalop@eskimo.com FAX: 360-659-1360

Ham Digital: K7SLI @ K7SLI.#NWWA.WA.USA.NA

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: "Rick Blank" <rblank@legend.txdirect.net>
Subject: Touch-Up paint for S-Line
Message-ID: <199610100045.TAA29607@legend.txdirect.net>

Several replies to my comment about a Testors paint that is available
at many hobby shops that matches the S-Line face paint has prompted
me to give this info out to all the folks on the BA group....

I have found that the Testors "Model Master" series has a color, Navy Gloss Gray, stock number FS 16981, is a very, very close match to the original paint that was used on the faces of these rigs....

Of course, you should stir the paint very, very well, quite fun in the 1/2 oz. bottle, thin with a proper thinner by about half, and apply in very thin coats that you allow to flash off for at least half an hour or so....

I have used this on the face of a Rockwell -2A that was a former MARS rig that was a bit, well, grody with scratches and oxidation on several points where the paint had been rubbed off....it looks darn nice now....I think that when I get restarted on the rig, that after all the touching up is done that I'll mist a light coat of clear semi-gloss over the entire front (minus knobs, escutcheons, meter, you know) to equalize the lustre on the front and even things out a bit more...

CUL

Rick Blank
2223 Blanco Road
San Antonio, Texas 78212

rblank@txdirect.net

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: Jim Garland W8ZR <4CX250B@miavx1.acs.muohio.edu>
Subject: Tu-2/B Tubetester
Message-ID: <v03007805ae8155327c21@[134.53.65.12]>

Hi gang,
I bought a sight-unseen TU-2/B tubetester from an estate sale, having never seen one before, and got a chance to look at it last night. It comes in a molded aluminum case, and to my surprise, when I opened the lid it appeared to be new (or very nearly so). No sign of wear anywhere. The date code on the tubes were 1959.

I'm wondering if anybody knows where to get an updated roll chart for the TU-2/B, or at least a copy of the settings for late-vintage tubes. One of the nice features of the TU-2/B is that the knob settings for filament, grid, screen, plate, etc., correspond to actual pin numbers, so that it should be relatively easy to customize settings for any tube. I plan on doing this for the 811A, which isn't listed in the chart.

In any case, I think the TU-2/B is an amazing piece of equipment. It has six (count them, SIX!) meters, and amazing versatility, not to mention elegant mil-spec construction. (It comes with spare tubes and fuses

inside.) It's my first acquaintance with military tubetesters, but after playing with it for awhile I'm ready to retire my trusty Hickcock 750. I'd be interested in experiences some other folks have with this tester. Also, some info on other military testers and how they compare.

Thanks,
Jim W8ZR

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: Eugene Rippen <soundval@foothill.net>
Subject: Tube Chkr Updates
Message-ID: <325BE8DE.78F5@foothill.net>

I need charts (copies?) and adapters for my tube checkers.

For all of the following I need the latest charts (supplements?), the ones that cover the Sweep tubes and compactrons, including the high filament voltage ones like 36KD6, 22KM6.

For all, but the Sencore, I need the adapter sockets for the 9 and 12 pin Sweep tubes; and, of course, the corresponding chart supplements.

Hickok 6000
Hickok 530 (Probably no adapter. I would just like the latest chart)
Hickok 533
PACO T-60
Sencore ("Continental") MU-140 (Charts only, needed)
TV-7D/U

Right now, I just want to update these. Eventually I may sell some (not the TV7, never the 530) but I am not ready to decide. I want to use them first.

Please help me make these things more useful. Even single sheets copies of roll charts are OK. I don't know what, if any, adapters are available (for the TV7 in particular) that would allow any larger based Xmtg tubes to be checked.

From boatanchors@theporch.com Wed Oct 9 03:41:17 1996
From: Jim Heaton <jheaton@ic.net>
Subject: Tubes in stock and a few BA's, too
Message-ID: <325AFAC8.42D4@ic.net>

When I needed 6HF5's, I found the best price a mile away at my local

radio store in Ann Arbor, Purchase Radio. Dan had them on the shelf, in stock (from way back who knows how long). He's got a portable tube tester right there, and lots more.

I don't have the number but if you call 313-555-1212 for information they can find it easily. Dan has an interesting collection of tabletop BC radios around and *huge* stores of old stuff hidden away in back. Tell him I sent you if you call.

-Jim

--

Jim Heaton AA8RF

jheaton@ic.net

<http://ic.net/~jheaton>

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996

From: Paul Bernhardt <bern@ppdu.nrl.navy.mil>

Subject: Using ozone to remove tobacco smoke

Message-ID: <Pine.A32.3.91.961009091622.37683A-1000000@ppdu.nrl.navy.mil>

On Wed, 9 Oct 1996, Unger wrote:

> On Oct 8, 9:00pm, Wayne Cronin wrote:

> > Subject: cleaning rigs: dishwasher treatment?

> > I've heard it said that the fastest and easiest way to really clean

> > up an old rig is to run it through the dishwasher (with or without

> > soap?), then put it in the oven for a while to dry out.

> >

>

> In a similar vein, does anyone have a method of removing the stale

> tobacco smoke smell that seems to be present in some old BA's that I've

> been tempted to buy? Maybe the dishwasher treatment???

>

>

> tnx es 73 - John, W3GOI

John,

I have used a novel way of removing stale tobacco smoke using ozone produced by an arc. Ozone reacts with the hydrocarbon smoke particles to produce carbon dioxide and water vapor which is released into the air. The way I produce ozone is to use an old neon sign transformer to set up an arc between two electrodes. What I did to clean up some old radios was to place the radios in a small room with the ozone generator. I ran an extension cord under the door. I then closed the door and sealed

it with tape. I plugged in the extension cord to start the arc/spark and let it run for 30 minutes. I then unplugged the cord to stop the arc and let the ozone dissipate for 6 hours. When I opened the door, I found all of the radios smoke free and smell free.

Possible hazards of this treatment include (1) damage of the rubber by the ozone, (2) catching the room on fire from the arc, (3) shocks from the high voltage transformer and (4) harming your health by breathing ozone.

Paul Bernhardt, KF4FOR

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: "D. Ragsdale" <doragsda@oboe.aix.calpoly.edu>
Subject: Valiant or Ranger/Courier?? Help!
Message-ID: <9610091620.AA28082@mailbox.calpoly.edu>

I have a dilemma (but a GOOD dilemma) and need some learned advice and opinions:

I'm working on my upgrade to General (two small kids and another on the way make for slow going), and I've been working on getting the equipment I'll need to get on the air when I've got the new ticket.

Several months ago I picked up a Valiant transmitter for my future AM rig. OK shape, pretty dirty, a little scratched up, but otherwise pretty good shape (I'm not really into pristine radios, I'm afraid I'll scratch them and ruin my day :-)). It's been sitting on the shelf telling me I need to start cleaning it up and testing it.

About a week ago I came into a VERY nice Ranger/Courier set that I couldn't pass up. So now I have two transmitter set ups, but I need to get it back to one. I've seen some discussions on the Valiant, a lot on the Ranger, and nothing I can remember on the Courier amp.

I'm looking for opinions and advice, pros and cons, etc. from the list on which rig I might be happiest with as a first shot AM station. Both rigs are in equivalent enough condition electrically (at least from first appearance) that we can assume it would take an equivalent amount of work to get either one on the air, so that probably isn't a factor.

Any help and advice is greatly appreciated. Thanks.

73
Dave
KF6BOM

David Ragsdale, R.E.H.S. Risk Management
California Polytechnic State University, San Luis Obispo, CA
du651@oasis.calpoly.edu or doragsda@cymbal.aix.calpoly.edu

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: "Shepard, Phil/NTSEUG" <pwshepar@sp-eug.com>
Subject: Viking Challenger manual needed
Message-ID: <325C3626@msmail.sp-eug.com>

Greetings BAers,

I just picked up a Johnson Viking Challenger, my Novice transmitter; but I need a manual for it. Does anyone have a manual they would be willing to copy for me? I'll gladly reimburse your costs, plus a little.

Tnx es 73,

Phil Shepard, NS7P
pwshepar@sp-eug.com

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: "Grant Youngman" <nq5t@gte.net>
Subject: Wanted: Hammarlund SPC-10
Message-ID: <199610091959.0AA08220@mail1.gte.net>

Yes, its time once again for my periodic post looking for an SPC-10.

Anyone have one to share?

(Don't everybody reply at once, now :-))

Grant/NQ5T

Grant Youngman -- NQ5T
nq5t@gte.net
[HTTP://home1.gte.net/nq5t/index.htm](http://home1.gte.net/nq5t/index.htm)
Double Oak, TX (near Dallas)

From boatanchors@theporch.com Wed Oct 9 19:53:53 1996
From: mknudsen@lucent.com
Subject: Re: Wanted: Hammarlund SPC-10
Message-ID: <9610092223.AA02031@bock.ih.lucent.com>

And my periodic post re: If you have TWO to spare,
I'll take one too.
And if you're booked up to date Kim Basinger and Micheele Pfeifer
on the same nite, I'll take the spare :-) 73, mike k aa9rg

From boatanchors@theporch.com Wed Oct 9 12:58:14 1996
From: Cal Eustaquio N6KYR <ceustaqu@dot.w6bhz.calpoly.edu>
Subject: What were the R-392/T-195's used in?
Message-ID: <Pine.SUN.3.91.961009073549.19171D-100000@dot.w6bhz.calpoly.edu>

Hi:

I saw a buddies really nice R-392 in olive drab. Question was, where was it used? Reason I am interested in this rig is that I want to set up an "Army Radio" section in my house replete with armor/cavalry/tank/mech infantry paraphanelia and show it off to some friends in my armor unit (1/149th Armor Battalion, California Army National Guard). Though the rig was probably made for none tank items, just the look of the radios has that rugged field spirit about it. What do you think? Cal.N6KYR. (AMI-537).